

SOUTH DAVIS COUNTY TRANSIT DEIS

Farmington Sub-Committee Meeting No. 1 - Summary

Project:
South Davis County Transit DEIS

Meeting Purpose:
Farmington Sub-Committee Meeting No. 1

Meeting
8:00 a.m. to 10:00 a.m.
February 1, 2007

Location:
Farmington City Hall

Attendee

Kerry Doane
Angelo Papastamos
Keith Hall
Kim Clark
Saffron Capson
Dan Noziska
Jonathan Larsen
Sid Young
Paul Barker
Scott Ogilvie
Gary Payne
Wilf Sommerkorn (representative)
Elizabeth Angyal
Ed Johnson
Chadwick Greenhalgh
Russ Workman

Representing

UTA
UDOT
Carter & Burgess
H.W. Lochner
H.W. Lochner
H.W. Lochner
Fehr & Peers
Sub-Committee member
Sub-Committee member
Sub-Committee member
Sub-Committee member
Sub-Committee member
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Sub-Committee member
Sub-Committee member

Meeting Summary:

Project History

K. Clark began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously undertaken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

Study Area

The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

Public Involvement Process

K. Clark provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. K. Clark outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

FTA Process

K. Hall provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis. Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. K. Hall explained that one of the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

Identification of Needs Exercise

Following is a list of needs identified by the Farmington Sub-Committee members, grouped into general categories.

North – South Access

- High density residential area in “Y” of I-15 and US-89 need transit connections (accessibility)
- Good commuter rail transit connection needed for medium density residential area, west of I-15.
- Other north-south transit routes in addition to 200 East in South Farmington (low density housing area)
- Convenient connection to airport (TRAX / Commuter Rail transfer)
- Access to transit for jail inmates and employees

East – West Access

- Access to Lagoon for seasonal use (employees and patrons)
- Transport from existing Transit Station to Lagoon
- Transit support for mixed-use (commercial) area north of Lagoon to Shephard Lane
- Lagoon / transit oriented development access
- Shuttle between Town Center and Railway Station
- People park at Station Park to avoid paying the Lagoon Parking fee (a solution is needed)
- East side residents need to get to the Commuter Rail Station and Station Park amenities without walking
- Transit from Commuter Rail to Lagoon, the employment center north of the transit oriented development, downtown and the County Fairground

General Access

- Traffic and access at Station Park from I-15 to station parking

- County seat transit needs

Pedestrian / Bike / Trails

- Walk and bike trails (from South Farmington to Centerville along frontage road area)
- Glover land needs to be pedestrian friendly (including overpass)
- The pedestrian bridge over I-15 (Park Lane / State Street) could be shifted to the north to allow more direct access between the Rail Station and Lagoon
- Trail system access to Lagoon
- 200 East is too narrow (especially along the east side) for biking
- Clark Lane and Glover Lane overpasses are too dangerous for biking
- Develop trail between State and Clark
- Position of Legacy Trail
- Issue with trail being sandwiched between I-15 and Legacy Parkway
- More crosswalks needed along State Street
- UDOT didn't allow new crosswalk at 100 East and State Street (study is needed in the Summer when Lagoon is operating)

Parking / Transit

- Absence of Park and Ride lots, especially north corner of Farmington (Shepherd Lane / US-89)
- UTA commuter stop next to school on Shepherd Lane has conflicting parking needs
- North Farmington residents use shared church parking to get on express bus
- Parking at all sports parks
- Additional parking for Park and Ride users
- Parking to access east side trail

Bus Stops

- Comfort at stops (protection from weather, seats etc)
- Impacts to adjacent residents
- Access to stops
- High use bus stops need different treatment to help avoid nearby degradation
- Stop in front of Davis School District Administration Building has people loitering (grass unable to grow)

High School / Student Transportation

- Kids don't want to use school buses
- Transportation for children involved in extracurricular activities at Viewmont High School
- Connect future High School to Farmington in general
- Traffic movement to / from future High School in relation to I-15 (consider south interchange realignment)
- Transporting North Farmington kids to Viewmont High School (concern for safety and on-time arrival)
- Access and safety at High School across Legacy Parkway and I-15

Cost / Fares

- Commuter Rail fare for family may not be cheaper than driving

Existing Bus Routes

- Busses too big to get to smaller roads on hills
- Bus schedule unreliable after 6:00 p.m.
- Traveling by bus takes too long when transfers are involved
- Buses are not convenient
- Too many stops when trying to get directly to Salt Lake City

General transport / traffic issues

- Need continuous frontage road (east of I-15) to eliminate traffic through congested residential area (200 West / Farmington Junior High school)
- Traffic issues (flow) associated with Farmington Junior High school and adjacent employment center (200 West)
- Pave the Davis County Road so that people can drive from West Farmington to West Centerville

Bikes (using transit)

- Bike parking (lockers) at Station
- More bike racks
- Ability to take bikes on buses

Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the Farmington Sub-Committee members:

- Create a more walk-able community
 - Multi-use trails
- Be able to work and live in the same community
 - Increased quality of life
- Continue with current land-use plan
 - Find a balance between economic and social needs
 - Do not alter land use plans in response to development pressure
 - Encourage mixed-use development
- More convenient transit options
 - Including operating times, location and frequency
 - Become less dependent on cars
- Emphasis on aesthetics
 - Improve community appearance with transit options
- East – West connections within community
 - Ensure the community is not divided
- Transit options outside of region
 - Bring people into the area
- Safety
 - Remaining walkers are out alone, safety would be increased if people are encouraged to walk
 - Parents would feel happier about children walking if there were more children doing so
- Creative ways to get people to transit hubs
 - Smaller vans could be used to bring people to central locations

Future Meetings

Sid Young, Chadwick Greenhalgh and Scott Ogilvie will represent the Farmington Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 19th at 3:00 p.m.

Any discrepancies with this meeting summary, please notify Saffron Capson.

Cc: Attendees, Project Contact List, Farmington Sub-Committee Members